## FEDERAL AVIATION AGENCY

7A5 Revision 2 **NARDI** FN-333

April 18, 1963

## TYPE CERTIFICATE DATA SHEET NO. 7A5

This data sheet which is a part of type certificate No. 7A5 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder

NARDI S. A. Milan, Italy

## I - Model FN-333, 4 PCAmM (Normal Category), approved December 15, 1958

Continental IO-470-P Engine

Fuel \* 91/96 Minimum grade aviation gasoline \* For all operations, 2600 r.p.m. (250 hp.) Engine limits

Propeller and propeller limits Hartzell HC82X20-5L/L8433-H

2 blades, metal, constant speed with reversible pitch

Maximum diameter 84 in.

Maximum diameter 81 in. (No further reduction permitted)

Pitch settings at 30 in. sta.:

Low 13°, high 27°30', reversed -14°

## Hartzell HCA3X20-5L/L8433-6B

3 blades, metal, constant speed with reversible pitch

Maximum diameter 78 in.

Maximum diameter 76 in. (No further reduction permitted)

Pitch settings at 30 in. sta.:

Low 12°30", high 28°30', reversed -14°30'

206 m.p.h. (178 knots) Airspeed limits \*Vne (never exceed)

> \*Vno (max. structural cruising) 162 m.p.h. (140 knots) #Vp (maneuvering speed) 146.5 m.p.h. (127 knots) \*Vfe (flaps extended in all positions) 125 m.p.h. (109 knots) \*Vle (landing gear extended) 125 m.p.h. (109 knots) \*Vfle (wing floats extended) 125 m.p.h. (109 knots) \*Vwre (water rudder extended) 206 m.p.h. (178 knots)

\*(+110) to (+117)

(landing gear extended)

C.G. range

Empty weight C.G. range

None

Datum Nose of aircraft

Leveling means Datum pads on left door frame

Maximum weight \*3270 lb.

No. seats 4 (2 at +52.1, 2 at +95.3)

Maximum baggage \*300 lb. (+95.3)

65.8 U.S. gal. (two wing tanks, 32.9 U.S. gal. ea.) (+107.5) Fuel capacity Oil capacity 3.5 U.S. gal. (+141.6). See NOTE 1 for data on system oil.

Control surface movements Down 45° Wing flaps

Up 25° Aileron Down 18° Up 23° Elevator tab Down 23° Up 25° Down 20° Elevator Rudder Right 25° Left 25°

Stabilizer Fixed

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Serial Nos. eligible The Registro Aeronautico Italiano (RAI) Certificate of Airworthiness endorsed as noted

below under "Certification basis" must be submitted for each individual aircraft for

which application for certification is made.

Certification basis CAR 10. Type Certificate No. 7A5 issued December 25, 1958.

Date of Application for Type Certificate December 3, 1957.

Each aircraft and any replacement parts manufactured in Italy must be clearly identified

as imported.

A U.S. airworthiness certificate may be issued on the basis of a

Certificate of Airworthiness for Export signed by a representative of the Registro Aeronautico Italiano (RAI) containing the following statement: "The airplane covered by this certificate has been examined and found to comply with U.S. Civil Air Regulations Part 3, dated May 15, 1956, including Amendments 3-1, 3-2, 3-3,

3-4 and 3-5, and conforms to TC 7A5."

Equipment The basic required equipment as prescribed in the applicable airworthiness regulations

(see Certification Basis) must be installed in the aircraft for certification. In addition,

the following item of equipment is required:

(a) Pre-stall warning indicator, Safe Flight Instrument Corp. 164.S

NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instructions, must be provided for each aircraft at the time of original certification.

The certificated empty weight and corresponding center of gravity locations must include system oil of 1 lb. at (+141.6).

NOTE 2. The following placards must be displayed on the instrument panel in full view of the pilot:

- (a) "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS. NO ACROBATIC MANEUVERS, INCLUDING SPINS, ARE APPROVED."
- (b) "WARNING: REVERSING PROPELLER IN FLIGHT PROHIBITED. OPERATE REVERSE LEVER IN LOW PITCH ONLY. MAXIMUM 2400 RPM IN REVERSE PITCH."
- (c) In addition to the above placards, the prescribed operating limitations indicated by "\*" under Section I above, must be displayed by permanent markings.

NOTE 3. This aircraft is approved for night flying when the prescribed equipment is installed.

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